Section 4. Control Actions

10-4-1. TRAFFIC RESTRICTIONS

IFR traffic which could be affected by an overdue or unreported aircraft shall be restricted or suspended unless radar separation is used. The facility responsible shall restrict or suspend IFR traffic for a period of 30 minutes following the applicable time listed in subparas a thru e:

a. The time at which approach clearance was delivered to the pilot.

b. The EFC time delivered to the pilot.

c. The arrival time over the NAVAID serving the destination airport.

d. The current estimate, either the control facility's or the pilot's, whichever is later, at:

1. The appropriate en route NAVAID or fix, and
2. The NAVAID serving the destination airport.

e. The release time and, if issued, the clearance void time.

REFERENCE-
FAAO 7110.65, Departure Restrictions, Clearance Void Times, Hold for Release, and Release Times, Para 4-3-4.

10-4-2. LIGHTING REQUIREMENTS

a. *ENROUTE.* At nontower or non-FSS locations, request the airport management to light all runway lights, approach lights, and all other required airport lighting systems for at least 30 minutes before the ETA of the unreported aircraft until the aircraft has been located or for 30 minutes after its fuel supply is estimated to be exhausted.

b. *TERMINAL.* Operate runway lights, approach lights, and all other required airport lighting systems for at least 30 minutes before the ETA of the unreported aircraft until the aircraft has been located or for 30 minutes after its fuel supply is estimated to be exhausted.

REFERENCE-
FAAO 7110.65, Emergency Lighting, Para 3-4-1.

10-4-3. TRAFFIC RESUMPTION

After the 30-minute traffic suspension period has expired, resume normal air traffic control if the operators or pilots of other aircraft concur. This concurrence must be maintained for a period of 30 minutes after the suspension period has expired.

REFERENCE-
FAAO 7110.65 Departure Restrictions, Clearance Void Times, Hold for Release, and Release Times, Para 4-3-4.

10-4-4. COMMUNICATIONS FAILURE

Take the following actions, as appropriate, if two-way radio communications are lost with an aircraft:

NOTE-
1. When an IFR aircraft experiences two-way radio communications failure, air traffic control is based on anticipated pilot actions. Pilot procedures and recommended practices are set forth in the AIM, CFR's, and pertinent military regulations.

2. Should the pilot of an aircraft equipped with a coded radar beacon transponder experience a loss of two-way radio capability, the pilot can be expected to adjust the transponder to reply on Mode 3/A Code 7600.

a. In the event of lost communications with an aircraft under your control jurisdiction use all appropriate means available to reestablish communications with the aircraft. These may include, but not be limited to, emergency frequencies, NAVAID's that are equipped with voice capability, FSS, Aeronautical Radio Incorporated (ARINC), etc.

NOTE-
1. ARINC is a commercial communications corporation which designs, constructs, operates, leases or otherwise engages in radio activities serving the aviation community. ARINC has the capability of relaying information to/from subscribing aircraft throughout the country.

2. Aircraft communications addressing and reporting system (ACARS) or selective calling (SELCAL) may be utilized to reestablish radio communications with suitably equipped aircraft. ACARS can be accessed by contacting the San Francisco ARINC communications center, watch supervisor, at 925-294-8297 and 800-621-0140. Provide ARINC the aircraft call sign, approximate location, and contact instructions. In order to utilize the SELCAL system, the SELCAL code for the subject aircraft must be known. If the SELCAL code is not contained in the remarks section of the flight plan, contact the pertinent air carrier dispatch office to determine the code. Then contact the San Francisco ARINC communications center, watch supervisor, at 925-294-8297 and 800-621-0140. Provide ARINC the aircraft call sign, SELCAL code, approximate location, and contact instructions.

b. Broadcast clearances through any available means of communications including the voice feature of NAVAID's.

NOTE-
1. *Some UHF equipped aircraft have VHF navigation equipment and can receive 121.5 MHz.*

2. *"Any available means" includes the use of FSS and ARINC.*

REFERENCE-
FAAO 7110.65, Clearance Prefix, Para 4-2-2.

c. Attempt to re-establish communication by having the aircraft use its transponder or make turns to acknowledge clearances and answer questions. Request any of the following in using the transponder:

1. Request the aircraft to reply Mode 3/A "IDENT."

2. Request the aircraft to reply on Code 7600 or if already on Code 7600, the appropriate stratum code.

3. Request the aircraft to change to "stand-by" for sufficient time for you to be sure that the lack of a target is the result of the requested action.

PHRASEOLOGY-
REPLY NOT RECEIVED, (appropriate instructions).

(Action) OBSERVED, (additional instructions/information if necessary).

d. Broadcast a clearance for the aircraft to proceed to its filed alternate airport at the MEA if the aircraft operator concurs.

REFERENCE-
FAAO 7110.65, Radio Failure, Para 5-2-8.
FAAO 7110.65, IFR Military Training Routes, Para 9-3-7.